

SUFFERING EYES.
with the progress of modern
science, the eyes should be
examined at intervals. But
SUFFERING EYES will com-
bine just the same if people
will not avail themselves of
the best of modern science.
We can do you with glasses that
will improve your sight and
relieve you from pain.
N. LAZARUS
OPHTHALMIC OPTICIAN.
2, Queen's Road Central, Hongkong.

The China Mail

ESTABLISHED 1845

August 3, 1920, Temperature 82.

Rainfall 0.47 inch.

Humidity 76.

August 3, 1919, Temperature 54.

No. 1809.

二拜禮

號三月八年十二百九千一英

HONGKONG, TUESDAY, AUGUST 3, 1920.

日九十月六申庚次歲年九國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

WATSON'S E WHISKY.

MILD, MELLOW, MATURED.

Pre-war high quality still maintained

A. S. WATSON & CO., LTD.,
TELEPHONE 616.

DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE)

CARS FOR HIRE IN HONGKONG AND KOWLOON

Agents in South China for:-

Hudson, Essex, Dodge Brothers and Siddle-
Armstrong Motor Cars, Denby Motor Trucks
and U. S. Tyres.

GARAGE AT
45 DES VOREUX ROAD.

TEL 482

GARAGE AT
25 NATHAN RD. KOWLOON

CHEAP SALE

(From 1st to 15th August, 1920)

THE "BON TON" LTD.

LADIES' TAILORS AND DRAPERS.

No. 37, Queen's Road Central.

Piece-goods, Fancy Voiles, Shoes, Boots,
Sun-shades, Foreign and Chinese Silk,
Ready-made Blouses and Skirts, etc., etc.

At Extremely Moderate Prices.

YEE SANG FAT CO.

MONEY SAVING SALE

FOR ONE WEEK

Ending SATURDAY, 7th.

SIX ITEMS

Gent's Rain Coats \$6.00 to \$15.00 each.

Ladies' Rain Coats \$7.00 to \$10.00 each.

Gent's Rain Umbrellas \$2.25 to \$2.50 each.

Rubber Over Shoes \$1.50 to \$2.25 a pair.

Boys' Washable Suits 20% discount.

Girls' Summer Dresses 20% discount.

SALE FROM MONDAY TO SATURDAY, 7th.

Disa Bros
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2345.

DONNELLY & WHYTE.
WINE MERCHANTS.
TEL. No. 636.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

HAVAS NEWS.

FRENCH COAL PROBLEMS DISCUSSED.

M. MILLERAND'S TRIUMPH.

PARIS, July 31.

By 356 votes against 169 the French Chamber of Deputies passed a Bill for advances for the German coal agreed to at the Spa Conference. This constitutes a triumph for M. Millerand. The debate was expected to be a lively one.

M. Bokanowsky, reporter to the Finance Committee, showed the gravity of the financial problem. He maintained that any addition to the budget programme would endanger the social peace and economic reorganisation of the country. France, he said, had reached the extreme limit of possible sacrifices.

M. Collin, reporter to the Foreign Affairs Committee, supported the Bill. He remarked that the Boulogne conference much improved the Spa arrangements and that M. Millerand had accepted through necessity.

After him, M. Millerand showed that the coal question was an essential one. To assure that coal should not be lacking for the family hearth or the factories was to realise the first condition of internal order and economic prosperity. M. Millerand insisted that the need for a close entente between the Allies was never greater than at present. He called on the Chamber to furnish new proof of its political spirit and serve the national interests.

UPROAR IN REICHSTAG.

NOTORIOUS GENERAL DENOUNCED.

BERLIN, July 31.

The notorious General Gallwitz created an uproar in the Reichstag glorifying the old army during the debate abolishing compulsory military service. The Socialists stormily intervened shouting: "You murderers have the lives of millions on your consciences." When the uproar was quelled General Gallwitz resumed his eulogies. The whole of the Right then quitted.

PRESS CONFERENCE.

PERMANENT IMPERIAL COUNCIL FORESHADOWED.

CEMENT THE BOND OF UNION.

FREDERICTON, NEW BRUNSWICK, August 1.

At a civic luncheon to the Imperial Press Conference delegates, Sir Campbell Stuart, in a speech, foreshadowed the formation of some kind of permanent imperial council dealing with all the major affairs of the empire. Mr. George Isaacs, of the National Society of Printers, declared that all elements represented at the conference would work in harmony to maintain the highest ideals of the British Empire and further cement bond union between the Motherland and the Colonies.

MANNIX EMBARKS FOR BRITAIN.

WILD SCENES WITNESSED ON THE "BALTIC."

NEW YORK, Aug. 1.

Wild scenes accompanied the embarkation of Archbishop Mannix aboard the "Baltic" for Britain. The Archbishop was visited on board by De Valera. It is announced that the Cunarder will not land passengers at Queenstown.

PRINCE'S VISIT TO INDIA.

MAY BE POSTPONED A YEAR IF NECESSARY.

LONDON, August 1.

The Sunday Times states that it is definitely settled that the visit of the Prince of Wales to India will be postponed unless on return to England he is found thoroughly fit to undertake the journey. The King is unwilling to disappoint India by the suggested substitution of the Duke of York. Therefore, if necessary, the tour will be postponed for a year.

IRELAND AND RUSSIA.

PREMIER'S ATTITUDE TO BE DISCUSSED.

GRAVE SPLIT THREATENED.

LONDON, Aug. 29.

While it is affirmed that Mr. Lloyd George is showing an inflexible front to the Sinn Féin demand for a republic, many Unionists fear that the Premier is secretly negotiating instead of openly annihilating the movement. The recalcitrants are moving the adjournment of the Commons on Monday to discuss the Premier's attitude to Russia and Ireland. There is every possibility of a fight between the Coalition Liberals and the Unionists, threatening grave split.

POLISH SITUATION OBSCURE.

ARMISTICE DELEGATES HOLD A MEETING.

REORGANISING THE ARMY.

LONDON, August 1.

The Polish situation is still not clear. According to a Warsaw Message the Polish armistice delegates met the Bolshevik delegates on the Brest-Litovsk-Babynovitch road on the evening of July 3. The French military mission at Warsaw reports that Bolsheviks and Germans are negotiating at Suwalki. General Haller, has taken over the command of the northern group of Polish armies. This is the first step to the reorganisation of the Polish army. French officers have taken over all the important technical services.

GERMANY ANXIOUS.

BERLIN, August 1.

It is semi-officially stated that the Government has asked the Peace Conference speedily to reply to the German request for permission to take necessary measures to maintain neutrality on the eastern frontier and has requested the Entente to provide shipping to transfer the interned Polish troops to the interior of Germany.

THE DOLLAR.

To-day's closing rate 4 03
To-day's opening rate 4 03

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

IMPERIAL PRESS CONFERENCE.

St. John's, July 31st.

The British delegates to the Imperial Press Conference were welcomed at an official luncheon to-day.

Sir Robert Bruce, editor of the Glasgow Herald, in the course of a speech, emphasised the importance of the Conference which will discuss, inter alia, a better and cheaper cable Press facilities, also the question of circulating news throughout the Empire.

Mr. Naylor, President of the Printing Trades Federation, said the time was approaching when Labour would govern England. This would make no difference in the attitude of the Motherland to the Dominions. He hoped that the conference would result in promoting the best feelings between the industrial elements and the newspaper profession throughout the Empire.

NEW AIR MAIL ROUTE.

NEW YORK, July 30th.

Three all-metal aeroplanes carrying the first trans-continental airmail have left New York for San Francisco to lay out the permanent air-mail route which will probably begin in September.

NEW PRESIDENTIAL CANDIDATE.

DETROIT, July 31st.

Senator La Follette is the Presidential candidate of the new Liberal Party which is being formed out of the faction which broke away at the recent Convention of the Farmer-Labour Party at Chicago on refusing to endorse the platform submitted for amalgamation with the Labour Party.

AMERICAN WAREHOUSES DESTROYED.

NEW ORLEANS, July 31st.

The Appalachi Corporation warehouses containing 30,000 bales of sisal hemp have been destroyed by fire. The loss is estimated at over a million dollars.

NO CONSCRIPTION.

BERLIN, July 31st.

The Reichstag has passed a bill abolishing compulsory military service. The German National Party, a section of the People's Party, voted against the measure.

POLAND IN PERIL.

LONDON, July 31st.

Polish telegrams from Warsaw admit that a most intense Bolshevik offensive was restarted after the acceptance of the proposals of an armistice, the enemy's immediate object apparently being to establish himself between Brest-Litovsk and Odessa. If his objective is gained the Poles will be forced to evacuate their principal defences, namely, the Pinsk marshes. The Bolsheviks launched a simultaneous attack on the Podolian sector, but the main issue of the situation depends on the impending battle south-west of Grodno, where the Bolsheviks have already penetrated the ancient territory of the kingdom. A Bolshevik wireless quotes the manifesto to the Red armies, saying: "Our delegation, headed by Comrade Kameneff, has gone to London. Comrade, on your success at the front depends the success of the delegation."

CANADIAN MAIL CONTRACT.

LONDON, July 31st.

The Times' Vancouver correspondent says that the disagreement between the Dominion postal authorities and the Canadian Pacific Railway Company in regard to the trans-Pacific mail contract, is becoming serious. As a result of the dispute all British and Canadian mails are now sent to the Far East by Japanese ships which are much slower than Canadian vessels. Hitherto the Canadian Pacific Railway's mail subsidy has been \$385,000, but this year the company asked for \$450,000. The Government refused, and offered alternatives which the company rejected. The culmination was reached when 6,000 mail bags, mostly from the United Kingdom, were removed from the Empress of Asia prior to her sailing. The mail is now subject to a delay of from five to ten days across the Pacific. Meanwhile, the Canadian Pacific Railway Company has entered into a contract to carry the American mail, via Vancouver at the rates asked.

OBJECTION TO JAPANESE IN AUSTRALIAN COASTAL SERVICE.

SYDNEY, July 31st.

Three Japanese steamers are expected here shortly to trade on the Australian coast. The Seamen's Union, however, is strenuously objecting to the intrusion of Eastern crews in Australian coastal service, on the ground that many Australian seamen are unemployed and that it is against the interests of the Commonwealth to keep the Japanese on the coast.

CHINESE LABOUR FOR SAMOA.

WELLINGTON, July 31st.

In the House of Representatives a debate on Samoa, the Government announced that it had been definitely decided to continue to import properly controlled Chinese indentured labour into Samoa which was considered necessary in order to prevent the destruction of the plantations.

The House, by 23 votes to 11, endorsed the Government's policy. The Prime Minister, the Rt. Hon. W. E. Massey, having undertaken to substitute "free labour" when possible. The minority consisted mostly of Labourites.

BUSINESS NOTICES

J. T. SHAW

GREAT SALE IN

OUTFITTING DEPARTMENT

COMMENCING

AUGUST 2nd

FOR ONE WEEK ONLY.

REMARKABLE BARGAINS

IN

Underwear, Sun Hats, Belts, Socks,
Straw Hats, Bathing Costumes,
Garters, Neckwear, Shirts,
Etc., Etc.

EVERYTHING REDUCED

CASH ONLY

NEXT DOOR HONGKONG HOTEL

THE PHARMACY.

(FLETCHER & CO.)

QUEEN'S ROAD.

WE HAVE JUST RECEIVED A FRESH SUPPLY OF
ENGLISH SOAPS AND TOILET WATERS.

J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.

THE GENERAL ELECTRIC Co. (of China), Ltd.

QUEEN'S BUILDINGS, HONGKONG.

Telegrams, "Sparkless."

Telephone 518

HEAD OFFICE: SHANGHAI.

(BRANCHES AT HANKOW DAIREN AND
TIENTSIN.)

Representatives Throughout China for and affiliated with

THE GENERAL ELECTRIC CO., LTD., LONDON.

Witton Engineering Works, Birmingham.

Electrical Plant, Motors, dynamos, Switch Gears, etc.)

Gram-Rowland Electric Lamps, Ltd., London.

(Drawn Wide and Carbon Filament Lamps, Radiator Lamps.)

Fraser & Chalmers Engineering Works, Ltd., Perth.

(Steam-Turbine Sets, Compressors and Mining Plants.)

Pirelli-General Cable Works, Southampton.

(Cables, Wires, Flexible Insulating Materials, Tapes.)

Chamberlain & Hookham, Ltd., Birmingham.

(Motors for Home Service, Power and Traction Purposes.)

Salvage Electrical Co., Ltd., Manchester.

(Electrical Instruments of All Descriptions.)

Field-Comar Telephone Works, Ltd., Coventry.

(Complete Telephone Installations, Switch Board, Telephone.)

Comer, Knapton & Ignition Co., Ltd., Coventry.

(Magnetoes for Cars and Aeroplanes.)

Express Lift Co., Ltd., London.

(Electric Passenger & Cargo Lifts.)

Freeman, Pan and Carbon Works, Birmingham.

(Electric Fans, Blowers, Power Motors, Carbon Brushes.)

Art Metal and Steel Conduit Works, Birmingham.

(Lighting Fixtures, Steel Conduit and Accessories.)

LARGE STOCKS CARRIED IN CHINA OF ALL ELECTRICAL MATERIALS
AND ELECTRICAL MACHINERY.

CALDBECK'S

MANHATTAN

VERMOUTH

GIN

COCKTAIL

CALDBECK, MACGREGOR & CO., LD.

15, QUEEN'S ROAD CENTRAL.

HANDLEY PAGE MULTIPLE ENGINED BIPLANES HANDLEY PAGE LTD.

Orickiewood, London, N. W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.,

Peking.

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY, August 6, 1920,
commencing at 2.30 p.m.
at their Sales Rooms, Duddell Street.
A Quantity of Fine Teakwood
and Blackwood Furniture.

Teakwood:—Chesterfield and tapestry covered couches, easy chairs, writing tables, bookcases, Lady's desks, music stand, medicine chests, sideboard, dinner wagon, dressing tables, marble top washstands, chest of drawers, wardrobes, bedsteads, occasional tables etc., etc.

Blackwood:—Curio cabinet, oval table, stools, sofa, armchair, corner chair, opium stools, high marble top tables, flower stands, dressing table with mirror and marble top, music stool etc., etc.

Also
Double & Single iron bedsteads,
carpets, rugs.

And:
1 Large Enamelled Bath,
1 Enamelled Wash Basin,
1 Oval Mirror,
1 Autopiano with records and record cabinets.

On view from Tuesday, the 3rd August, 1920.
Catalogues will be issued.

Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

Hongkong, August 2, 1920.

PUBLIC AUCTION.

S. S. "WING HANG"

NOTICE IS HEREBY GIVEN
THAT THE STEAMSHIP
"WING HANG" as she lies near
Shamshing in the Harbour of Hongkong.

Will be sold by
Order of the Mortgagees
by

PUBLIC AUCTION,

on
TUESDAY, the 10th day of August,
1920,
at 12 o'clock Noon.

by
Messrs. LAMMERT BROS.,
Auctioneers.

at their Auction Rooms in Duddell Street.

The Ship is a Chinese Ship registered
at Canton.

Her dimensions and tonnage are
approximately as follows:

Length:—140 ft. 1 inch REGISTERED
TONNAGE:—
Breadth:—25 ft. 3 inches Gross—142
Depth:—9 ft. 6 inches Net—94
and her speed is about 10 Knots.

For further particulars and conditions
of sale apply to
Messrs. WILKINSON & GRIST,
2, Queen's Road Central,
or to
Messrs. LAMMERT BROS.,
Duddell Street.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY, August 27, 1920,
at 12 o'clock (noon),
at their Sales Rooms, Duddell Street,
(For Account of the Concerned).

The Wreck of the
S. S. "CHIYO MARU,"
as she now lies off the Lema Islands.

Terms: Cash on fall of hammer when
the wreck will be at purchaser's risk.

LAMMERT BROS.,
Auctioneers.

Hongkong, July 30, 1920.

Burglar and Fire-resisting
SAFES

"Prevention is better
than Cure."

The Undersigned have just
received a new consignment of

Milner's Safes.

LAMMERT BROS.,
Duddell Street.

MASSAGE HALL

Graduate from Nagasaki Massage School.

Mrs. HAN INOKUCHI

Phone No. 1064. 24, Stanley Street,
1st Floor.

"WALLA-WALLA" LAUNCHES.

Phone No. 3516.

INTIMATIONS.

YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large consignment of (1) LAMMERT'S most digestible food for infants, which keeps good in quality during hot weather. (2) LAMMERT'S (MILK) Sugar for sweetening the foods of infants and dyspeptics. (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOHN CABILL'S GOLDEN FLEECES, MAGIC and CINDERELLA SOAPS for keeping everything clean in House.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHIU FUNG TAI & CO.,
Sole Agents for Hongkong and South China.
Nos. 47 & 48, Connaught Road Central, Hongkong.
Telephone Nos. 1221.

理代泰豐

WE HAVE

Just received

A New Supply of

WAR and ARMISTICE
STAMPS.

Many varieties and values of
NEW EUROPE

CATALOGUES and ALBUMS
for sale.

GRACA & CO.,
No. 10, Wyndham Street,
P. O. Box 620. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.

MADE
TO
ORDER

CHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel
Telephone No. 491.
Hongkong, March 30, 1914.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

THE NEW FRENCH REMEDY, No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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DAI NIPPON BREWERY COMPANY
SPECIALITY FOR EXPORT

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REAL COST OF WAR.

EXPERT'S INTERESTING
ESTIMATE.

Before the members of the Institute of Bankers in London recently Mr. Edgar Crammond gave an address upon "The Real Cost of the War."

He said the vast economic disturbances of the past five years had brought into existence a large number of economic fallacies and misconceptions. It had been affirmed that the war had caused this country an immense loss of wealth—possibly £3,000,000,000—and, on the other hand, the Board of Inland Revenue's estimate that the increase during the war in the value of capital owned by individuals, and likely to be revealed for the purposes of a levy on capital, was approximately £4,000,000,000. Many people found it difficult to appreciate the somewhat subtle distinction which Sir J. C. Stamp and the Board of Inland Revenue had drawn between the wealth of the kingdom as a whole and the wealth in the possession of individuals. He (Mr. Crammond) took the term "the real cost of the war" for the purpose of his address as not representing the nominal losses or the expenses incurred by the Government, but the extent to which so far as could now be ascertained, their economic resources had been weakened or strengthened as a result of the war. Our principal losses through the war might be summarized as follows:—

Capitalized value of war pensions £2,000,000,000
Moneys borrowed abroad 1,300,000,000
Sales of British holdings of foreign investments 1,000,000,000
Losses of shipping and cargoes and through air raids, bombardments, and losses through suspension of renewals and upkeep of railways, ports, and roads, and exhaustion of reserves of goods and raw materials 1,600,000,000

Total £5,900,000,000

Against this they might set the creation and equipment of many new works, and the re-equipment of a large number of old works with up-to-date plant; the investment of capital abroad during the war in the shape of loans to the Allies and Dominions, say, £1,000,000,000; and the value of the assets already received from Germany and the value of the territories taken over under the Peace Treaty. These three assets together might be held to account for about £2,000,000,000. It would probably be a prudent estimate to place our net loss of wealth owing to the war at £3,900,000,000, to £3,800,000,000. In attempting to present a fair statement of the balance of loss and gain arising out of the war the extension and consolidation of the Empire must be taken into consideration, also the elimination for the time being of German competition, which had enabled us to build up many important industries, such as dyes, chemicals, paper, glass, on a basis that would make it very difficult for Germany or any other Power to challenge our position in the future. We must also recognize the enormous educational effect which the war has had upon the minds of employers, leading, on the one hand, to the scrapping of old methods and obsolete machinery, and, on the other hand, to the realization that the economic organization of this country and the world must be adapted to the natural demand of labour for the humanization of industrial conditions.

OUR NATIONAL WEALTH.

The whole of the assets of this country were in process of re-valuation in terms of the new value of money. It was impossible to say at this moment at what point prices would be stabilized, but he assumed that the real value of money to-day for the whole of the United Kingdom was 40 per cent. less than in 1914. This estimate was based partly on the index prices of commodities, partly on the rise in the cost of living. Therefore, taking his estimate of the national wealth in 1912 at £16,500,000,000, if there had been no actual increase or decrease, this would represent in terms of to-day's money a sum of £27,500,000,000. Our net losses in the war, as he had said, he estimated at £3,500,000,000, leaving a net balance of £24,000,000,000. The real cost of the war to the United Kingdom might be said to represent a sum which was equal to 12.8 per cent., or rather more than one-eighth of the pre-war national wealth, in terms of pre-war money, £3,500,000,000, or in terms of to-day's money £2,100,000,000.

GERMANY'S DECREASED WEALTH.

Mr. Crammond also gave his views of the cost of the war in reference to the other leading belligerents, and dealt exhaustively with their present economic position. The United States during the five years had an actual increase of national wealth of approximately 30 per cent. Germany, apart from the war indemnity—assuming the mark ultimately possessed an intrinsic value of 50 per cent. on its pre-war value—had lost about 20 per cent. of its national

EX-EMPRESS OF MEXICO.

A PATHETIC FIGURE.

Ex-Empress Charlotte of Mexico, who celebrated her 80th birthday on June 8, is a pathetic figure. Born at the palace of Laeken, the daughter of Leopold I. of the Belgians, she made a brilliant marriage at the age of 20, when she went to Austria as the bride of Archduke Maximilian, who was not only a handsome man but also distinguished for his popularity in his own country.

To-day the ex-Empress is in perfect physical condition. She sleeps like a child, enjoys an excellent appetite, and can do the finest net-work without spectacles, says the Brussels correspondent of the *Daily Mail*. But her mind is a blank. It was in Paris in 1867 that her mind gave way, after she had implored Napoleon III. to save her husband. When he finally and definitely refused to do anything of the kind she said, before collapsing: "I see now how useless my request was. In coming here I forgot my rank and yours, for I am an Empress and you a simple adventurer."

VILLAGERS ARE CHILDREN.

Mr. Horace Vachell, in his new story, "Whitewash," says:—

"Villagers are children. They never cut loose from leading-strings. They whine to each other, and make a 'visiting face' in the presence of the 'quality'. They live, most of them, for the passing hour, seldom dwelling upon the future because, instinctively, they dread it. Who denies them great qualities? But they will be the better understood when it is admitted frankly that their unwritten code is poles apart from the code of the privileged classes. With the poor patience is a greater virtue than truthfulness; fidelity ranks above charity; justice counts for nothing in comparison with generosity."

wealth, including the whole of the mercantile marine, the whole of their colonial possessions, and practically the whole of their transferable investments abroad. It was difficult to believe that the new Germany would be in a position to remit abroad £250,000,000 per annum in payment of interest on an indemnity of £6,250,000,000.

Mr. Baldwin, replying to Mr. Lunn (Lab. Rothwell), who asked in the House of Commons recently the total cost of the war to Great Britain from August 3, 1914, to March 31, 1920, stated that the total Exchequer issues amounted to £11,159,277,000, of which 25.9 per cent. was raised from revenue and 61.2 per cent. by borrowing.

eruptions on
BABY'S HEAD

Itched And Could Not Sleep.
Cuticura Heals.

"My baby fell and cut the back of her head, and about a week afterwards her head was like one mass of dry sore eruptions. They itched and she scratched, and they festered all over her head. They made her very ill, and she could not sleep at night."

"Then I saw a Cuticura Soap and Ointment advertisement so I bought some, and I used four cakes of Cuticura Soap and three boxes of Cuticura Ointment when she was healed." (Signed) Mrs. Eliza Agnes Hunt, 28, Cobden St., Preston, Lancs., Eng.

Cuticura is ideal for every-day toilet use. Soap to cleanse and purify. Ointment to soothe and heal.

See Cuticura in 3d and 2d ad. Sold everywhere. Write for literature. Cuticura Soap and Ointment. Cuticura Soap shaves without razor.

Take a "WALLA-WALLA" BOAT to your ship. Phone No. 3516, cross you. Phone No. 3516.

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"My baby fell and cut the back of her head, and about a week afterwards her head was like one mass of dry sore eruptions. They itched and she scratched, and they festered all over her head. They made her very ill, and she could not sleep at night."

"Then I saw a Cuticura Soap and Ointment advertisement so I bought some, and I used four cakes of Cuticura Soap and three boxes of Cuticura Ointment when she was healed." (Signed) Mrs. Eliza Agnes Hunt, 28, Cobden St., Preston, Lancs., Eng.

Cuticura is ideal for every-day toilet use. Soap to cleanse and purify. Ointment to soothe and heal.

See Cuticura in 3d and 2d ad. Sold everywhere. Write for literature. Cuticura Soap and Ointment. Cuticura Soap shaves without razor.

Take a "WALLA-WALLA" BOAT to your ship. Phone No. 3516, cross you. Phone No. 3516.

eruptions on
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OFFICIALLY DEAD.

STRANGE TALE FROM U.S.A.

Many a strange tale comes from the United States, but one that is now told surely "ticks creation." During the war an American soldier, Phillips by name, was severely wounded in July, 1918. He was invalided home and in time recovered. A few weeks ago, however, his father received an official notice from the military authorities informing him that the body of his dead son was being shipped from France and instructing him to receive it on arrival at Illinois where father and son lived. The son forthwith telegraphed to the authorities that he was not dead, but very much alive, the announcement of his reported death being exaggerated.

The officials, however, were not disposed to credit the denial, and the son accordingly went in person to the War Department in order to prove that he really was alive. But his visit proved useless, for the departmental authorities insisted that he was dead! And not only that, they insisted upon the father taking delivery of the body, having on two previous occasions failed to compel him to accept his son's life insurance money. The final phase of the episode is that the son actually went to New York to take delivery of his own dead body!

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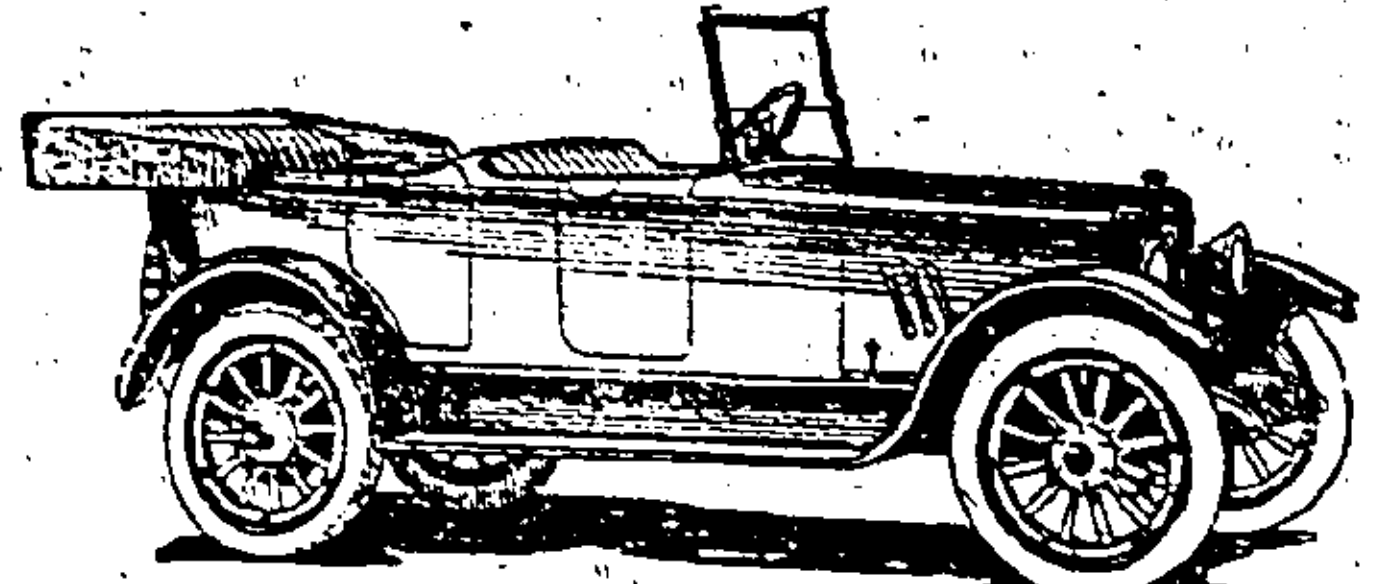
"My baby fell and cut the back of her head, and about a week afterwards her head was like one mass of dry sore eruptions. They itched and she scratched, and they festered all over her head. They made her very

the Dutch East Indies.

MERCURY MOTOR CAR CO.

GENERAL OFFICE: 1345
MAIN BRANCH: 87
SHOW ROOM: 2801
HONGKONG

59-61 Des Voeux Road Central, HONGKONG.



BURGLARS DISAPPOINTED.

DETERMINED ATTEMPT
FRUITLESS.

AN ALARMING ATTACK.

The accountant of a Chinese shop at No. 1 New Street reports that at 5.15 this morning, a foki answered a knock at the door of the shop. As soon as the door was opened, five men armed with daggers rushed into the premises.

Two of them seized and gagged the foki while the other two locked him (the complainant) in a cubicle. While one man stood guard outside the cubicle, the others ransacked the house. They tried to open a safe but failed in the attempt. One of the intruders then demanded the key of the safe. The assistant accountant, who denied that he had the custody of the key, and the robber stabbed him.

The intruders eventually retired without taking anything. The wounded foki was removed to the Government Civil Hospital.

THE VANCOUVER MAILS

WHEN WILL THEY ARRIVE?

Now that it is definitely known that the "Great Northern" will not call at Hongkong the hope that the mails left at Vancouver by the "Empress of Asia" would be brought by the former vessel must be abandoned. It has been suggested that the mails might arrive by the "Siberia Maru."

A more explicit explanation is due from the Canadian Post Office Officials at Vancouver for the fact of removing mails from the "Empress of Asia" at the last moment before the vessel sailed for the Orient and delaying her departure for several hours. It has been notified that this was done owing to the changes made in the mail contract but this does not explain satisfactorily the reason why mail for the Far East should be held up; the excuse that is given sounds weak in the extreme and there seems room for suspicion that there are other reasons than this why the mails were removed at the last moment. Merchants and shippers in Hongkong and elsewhere have been seriously inconvenienced by the action of the Post Office Officials.

DEATH AT HOME.

MR. JOHN DICKIE.

OLD HONGKONG RESIDENT.

News was received in the Colony yesterday of the death at Gourrock, Scotland, of Mr. John Dickie, late of the China Sugar Refinery.

The deceased gentleman, who was very popular here, first arrived in the Colony some forty years ago, and was in charge of the Bowrington Refinery for over thirty years, during part of which time he also had charge of the Slatow branch refinery. He retired from the Colony about ten years ago and went to Gourrock where he resided until the time of his death. He was a native of Millport, West Scotland. The deceased gentleman was in indifferent health when he left the Colony, but improved considerably at home, and according to the last mail advices, was in fairly good health. His death therefore came as a great surprise to his many local friends.

Mr. Dickie's wife, a lady of very charming disposition, predeceased him some twenty years ago, in 1897. Their three sons, Messrs F.J. Dickie (Dodwell and Co.), J.D. Dickie, who is on his way back to the Colony, and John Dickie, jr., who is at present en route to East Africa to take a hand in the development of that Colony, were all born in Hongkong, and served in H.M. Forces during the Great War. To them will be extended the deepest sympathy in their bereavement.

The late Mr. Dickie was one of the founders and a keen member of the St. John's Lodge of Freemasons. He was also a member of the Phoenix Club.

"WALLA-WALLAS" double cross the harbour, but never double. \$15 each.

COST OF FLYING.

VICKERS' OFFICIAL
ESTIMATE.

10s. 6d. PER TON MILE.

"How much does it really cost to fly" is a question which is very frequently asked, writes Major W.T. Blake, the well known and independent aeronautical expert in the *Daily News*, but those who might be in a position to answer have generally remained silent on the point. Vague estimates have been made from time to time, ranging from 3s. 6d. per ton mile to about £2. 10s. per ton mile. The general public has been led to understand that a fair mean is about 30s. per ton mile.

I have repeatedly questioned this, suggesting after considering every possible cost, that this estimate was excessive. It comes as a relief, therefore, to receive detailed figures from Capt. Acland, the head of the aviation department of Messrs. Vickers, Ltd. Speaking of the "Vimy," the type which crossed the Atlantic, and flew to Australia, Capt. Acland states that the cost of flying, including fuel, wages, repairs, renewals and upkeep, depreciation, sundry expenses, and insurance, works out at 10s. 6d. per ton mile.

We have received from the China branch of Vickers Ltd., a booklet on "Trans-Continental Flying by Captain P.D. Acland, manager of the Aviation Department of Messrs. Vickers Ltd.

ALLEGED ASSAULT.

EUROPEAN CHARGED.

BAIL ESTREATED.

Sergeant Moss, of the Water Police, yesterday received a request for a European constable to be sent to No. 8 Lochiel Terrace, Kowloon, occupied by Mr. W.J. Cooper, a marine officer. Sergeant Stimson was sent. On arrival at the house, the Sergeant interviewed Mrs. Cooper. While the Sergeant was talking to Mrs. Cooper, Mr. Cooper who is alleged to have been under the influence of liquor is said to have appeared, and told the Sergeant to get out of his house. Mrs. Cooper refused to let him go however, saying that she needed his help. Mr. Cooper, it is asserted, then, without warning, dealt the Sergeant a heavy blow on the jaw. Mr. Cooper was removed to the Police Station where he was detained for several hours until he was bailed out by his wife. This morning, when his name was called to answer a charge of assaulting a Police Officer, Mr. Cooper failed to appear. Magistrate Hutchison ordered his bail of \$10 to be estreated.

\$2,000 FINE.

POSSESSION OF OPIUM.

Revenue Officer Marks this morning, charged a Chinese before Magistrate Hutchison with the unlawful possession of 37 tael of prepared non-Government opium.

The defendant pleaded "guilty." He said that the drug was Amoy opium.

The Officer said that the defendant was searched as he was about to leave the s.s. "Amakusa Maru" yesterday. The drug was found tied to his body.

The Magistrate imposed a fine of \$2,000 or, in default, six months' hard labour. The drug was confiscated.

SMALL CHANGE.

ATTEMPTED EXPORT FAILS.

Two Chinese men and a woman were this morning charged before Magistrate Smith with unlawfully attempting to export \$288 worth of Hongkong subsidiary coins.

The defendants pleaded ignorance of local regulations.

The Police said that they were found on board the s.s. "Sannamhoi" yesterday as she was about to sail for Kowloon. They were searched, and the coins were found on their persons.

The Magistrate imposed a fine of \$15 each.

TO-DAY'S CABLES.

(Rector's Service to the China Mail.)

AMERICAN RAILROADS.

BIG INCREASE IN FREIGHTS AND FARES.

PUBLIC TO PAY. WAGES INCREASE.

WASHINGTON, Aug. 1.

The Inter-State Commerce Commission has granted advances in railroad freight rates of 40 per cent. in the east 25 per cent. in the south 35 per cent. in the west and 25 per cent. in mountain Pacific territory. Passenger fares have been increased 20 per cent. in order to help to meet the increase of \$600,000,000 in wages granted by the Railroad Labor Board. It is estimated that the increases aggregate \$1,400,000,000 per year. The new rates are expected to operate before August 9, when the Government guarantee to the railroads expires.

STORMY SCENES IN TIPPERARY.

LONDON, July 31.

There were stormy scenes in Tipperary following an ambushing incident. A party of troops in Tipperary shouting that they would avenge their comrades smashed a number of windows.

LOCAL AND GENERAL.

The death occurred on July 16 of Mr. Ambrose Elkton, on his estate in Kudat, British North Borneo.

The C.P.O.S. R.M.S. "Monteagle" arrived at Moji on August 2, left there the same day and is due at Shanghai on August 4 (p.m.).

To-day's return of notifiable disease records one fatal Chinese case of enteric fever, and three cases of plague (two Japanese and one Chinese), one of which was fatal.

The name of Surgeon-Rear Admiral C. A. Dreaper, who was stationed in Hongkong a few years ago, figures in the last Honours List as the recipient of a C.B. (Military Division).

A resumption of the feud between hostile clans of rattan workers is suggested by the fact that the coolie who was stabbed in the back in Spring Garden Lane is a rattan worker. The assailants have not been discovered.

Eugene V. Debs, the American Socialist's Presidential candidate is suggested by the fact that he is elected he can pardon himself, as only the President has the right to pardon him, the offence for which he is serving being a Federal one.

FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS"]

THE PEKING CRISIS.

CHOLERA OUTBREAK AMONG CHINESE TROOPS.

PEKING, August 2.

The outbreak of cholera among Wu Pei-fu's troops, outside Peking, is creating alarm. The diplomats, the foreign medical men and the Chinese authorities are taking action.

Partial train service to Tientsin was resumed to-day. The Coke's Rifles, forming the British Legation Guard, proceeded to Tientsin to-day, having been replaced by the Wiltshires.

TO-DAY'S ADVERTISEMENT.

REVUE CONCERT.

D. F. AMELIAS CO.

THE CONCERT which was abandoned on Saturday last, through the inclemency of the weather, will now be held on THURSDAY, August 5th, at 8.30 p.m. at St. Andrew's Hall. Seats will be numbered, and previous ticket holders may have their tickets exchanged at Messrs. MOUTRIE'S.

Admission: Adults \$2; Children \$1.

TO-DAY'S ADVERTISEMENTS.

FOUND.

FOUND.—COCKATOO. Owner may have it by applying to No. 1, Great George Street, East Point, and delaying Cost of the Advertisement.

TEACHING.

OPPORTUNITY offers to Two CHINESE SCHOOLMASTERS of English-school experience to travel and gain experience in Java. (The Chinese English School—Residential, 16 on staff) Requirements—Senior Local, fondness of sports and outdoor life.

Salary—125 guilders minimum, more for experience etc., free passage both ways, free quarters, food, etc. Apply stating age, where educated, experience and other qualifications, WITH DATES, school hobbies, favourite forms and subjects, and usual copies of "Headmasters" letters, to

Box No. 1222, c/o "CHINA MAIL"

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "DOYLESTOWN."

From CALCUTTA, via PENANG, SINGAPORE and SAIGON.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on August 9, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after August 10, will be subject to rest.

No Fire Insurance whatever, will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

Pacific Mail S.S. Co., As Operators, U. S. Shipping Board.

Hongkong, August 3, 1920.

NOTICES.

LANE, CRAWFORD & CO.

(SOLE AGENTS FOR MESSRS MAPPIN & WEBB)

OUR HARDWARE DEPARTMENT STOCKS

"EVERYTHING FOR THE HOUSE" OF THE BEST QUALITY INCLUDING

COOKING UTENSILS, BRUSHWARE, STOVES, CUTLERY, PLATE, FILTERS, ETC.

"WHITE FROST" REFRIGERATORS

BEING ALL METAL, THEY ARE ABSOLUTELY PROOF AGAINST

WHITE ANTS.

THERE IS NOTHING TO WARE, DECAY OR BECOME MOULDY.

STOCKED IN THREE SIZES.



COLUMBIA GRAFONOLA

THE SUPREME INSTRUMENT OF MUSIC

THE ANDERSON MUSIC CO., LTD. (THE COLUMBIA SHOP)

ROUND THE ISLAND OF HONGKONG.

BY

THE BEST & MOST COMFORTABLE MOTOR CARS

AT

THE SPECIAL REDUCTION PRICES—

HUDSON or CHANDLER, 7—passenger Motor Car \$12.00

OAKLAND, 5—passenger Motor Car \$ 8.00

Phone 2499.

BREEZY GARAGE,

161, Des Voeux Road, Central, (next to Sincere Co., Ltd.)

PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

"ROYAL TONIC"

and Digestive Bitters.

A Refreshing & invigorating Drink and an Excellent Liqueur.

During the extreme heat of the Summer, its use has a most remarkable effect, producing buoyancy of spirits and energy.

GANDE, PRICE & CO., LTD.

WINE AND SPIRIT MERCHANTS.

Tel. No. 135.

8, QUEEN'S ROAD, CENTRAL, HONGKONG.

STILL THEY COME!

The Cream of the World's Photoplays!

The Slogan of the Trade for 1920 was "FEWER AND BETTER PICTURES,"

Coronet patrons have seen some of them and cannot but recognise that producers have had the courage of their convictions.

TO-NIGHT another GOLDWYN Masterpiece fills the Screen at the Little House—

"THE VENUS MODEL"

in which

MABEL NORMAND,

Best Beloved of ALL Screen Stars,

has a part that fits her like the proverbial glove.

A Gossamer Story; Humour of the Daintiest; Marble Normand as handsome, as entrancing and as droll as we have ever yet seen her: Goldwyn lighting, setting and photography: Coronet projection and musical presentation: Add to all this a fine Pathe Gazette and a scream of a Rolin comedy.

For sheer entertainment value, can you beat it? Not in Hongkong to-night, at any rate.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

SAILINGS—

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m.).
From Macao—daily at 8.30 a.m. and 5 p.m. (Sundays at 6 p.m.).

Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tuck, Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
NEW YORK.

S.S. "EGREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO

FOR BRINDISI, VENICE, TRIESTE, Etc.
TAKING CARGO ON THROUGH BILLING
TO LEVANT, BLACK SEA & DANUBE PORTS.
Via SINGAPORE, PENANG AND COLOMBO.

S.S. "PILSNA"

Sailing on or about 5th August.

S.S. "INNSBRUCK"

Sailing on or about 6th September.

S.S. "HUNGARIA"

Sailing on or about 3rd October.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between
JAPAN, HONGKONG & JAVA

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIYUN KAISHA.)

Steamship Services: Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading For South AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD., AND APCAR LINES, connecting with

S.S. "UMONA"

Sailing on or about 5th August.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

HOO CHEONG WO & Co.

Shipchandlers, Metals and Hardware Merchants,
Sail Makers and General Store Keepers.

61 & 62, CONNAUGHT ROAD CENTRAL, HONGKONG.
Telephone No. 591. Code A. B. C. 5th.

O. S. K.

OSAKA SHOSEN KAISEA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM-

BURG—Monthly direct service via Singapore and Port Said.

ALPS MARU (Call Marseilles).....Tuesday, 7th Sept.

ATLAS MARU.....Saturday, 26th Sept.

BUENOS AIRES—Rio de Janeiro, Santos, Manritius, Durban and

Cape Town via Singapore.....Friday, 13th August.

MEXICO MARU.....Thursday, 8th September.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

LUZON MARU.....Friday, 20th August.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Island.

KUNAJIRI MARU.....Friday, 26th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at immediate ports in

Japan and taking cargo Overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU.....Saturday, 21st Aug.

NEW YORK—Regular monthly service via Japan ports, San Francisco,

Panama and Cuban Ports.

HONOLULU MARU.....Thursday, 9th September.

NEW ORLEANS.

BORNEO MARU.....Wednesday, 1st September.

JAPAN PORTS—Mojji, Kobe, Yokohama, Yokosuka.

INDUS MARU.....Thursday, 8th August.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon passengers

and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

KALIO MARU.....Sunday, 8th August.

TAKAO via SWATOW and AMOY.

SORBU MARU.....Thursday, 12th August.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA".....Sailing Aug. 6th.

"HWAH PING".....Sailing Sept. 1st.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Telephone No. 2297.

115, Connaught Road Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW & SINGAPORE.....LINAN.....Aug. 4 at Noon.

HOIHOW, PAKHOI & HAIPHONG.....KAVONG.....Aug. 5 at 9 a.m.

SHANGHAI.....SINKIAN.....Aug. 5 at Noon.

MANILA, CEBU & ILOILO.....TAKING.....Aug. 5 at 4 p.m.

WEIHAIWEI, CHEFOO & TIENTSIN.....K. HICHOV.....Aug. 7 at 4 p.m.

SHANGHAI & TSINGTAO.....TSAN.....Aug. 7 at 10 a.m.

SWATOW & BANGKOK.....CHUSAN.....Aug. 10 at Noon.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent

Saloon accommodation, electric Light and Fans in Saloon and

State-rooms. Regular schedule service between Canton, Hongkong, Shanghai

(three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"CITY OF SPOKANE".....About Aug. 19th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe.)

"COAXET".....About Aug. 22nd.

For SAN FRANCISCO and SEATTLE.

"ELEKTON".....About Aug. 5th.

Through Bills of Lading Issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.
Via Panama

S.S. "SAUCON".....About 15th Aug.

S.S. "CAPE MAY".....About 15th Sept.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

THE BARBER STEAMSHIP LINES, INC.

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Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "WEST CAMPGAW".....About 15th Aug.

S.S. "EASTERLING".....About 15th Sept.

For freight, space and particulars apply to—

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TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

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"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DOX EDWARDS.....ABOUT.....SAILING.....ABOUT

S.S. WEST HIKI.....Aug. 22.....S.S. WEST HIKI.....Aug. 22.

S.S. VINITA.....Sept. 12.....S.S. VINITA.....Sept. 12.

S.S. WEST HIXTON.....Oct. 7.....S.S. WEST HIXTON.....Oct. 10.

Through Bills of Lading to all U.S. and Canadian Overland Points.

no Transshipment en route.

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BRANCH OFFICES—Kobe, Shanghai, Manila, Singapore.

HONGKONG OFFICE—Palace Buildings, Queen Road.

CHAS. E. RICHARDSON,
General Agent for South China.

Telephone No. 1009.

SHIPPING

C. P. O. S.

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HONGKONG to VACUOVER

(via Shanghai, Nagasaki (Mojji) Kobe & Yokohama)

STEAMERS.....HONGKONG.....VACUOVER

"Monteagle".....Aug. 12.....Sept. 5

Empress of Russia.....Aug. 26.....Sept. 13

Empress of Japan.....Sept. 14.....Oct. 5

Empress of Asia.....Sept. 23.....Oct. 13

Empress of Russia.....Oct. 31.....Nov. 8

"Monteagle".....Oct. 26.....Nov. 18

Empress of Japan.....Nov. 9.....Nov. 30

Empress of Asia.....Nov. 18.....Dec. 6

Empress of Russia.....Dec. 16.....Jan. 3

Passengers to Europe are strongly urged to determine the exact

date of the Atlantic sailing desired prior to departure from

the Orient. Traffic conditions on the Atlantic are arranged

as on the Pacific. Atlantic reservations can be arranged by cable

or letter for all passengers to Europe, whether or not crossing

the Pacific via C.P.O.S. steamers. Frequent sailings Montreal

to Liverpool, London and Glasgow. Passage orders issued here,

will cover all such reservations.

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HONGKONG OFFICE. Cable address: GACANPAC.

Telephone 782. CANADIAN PACIFIC

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CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,200 tons).

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SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA".

August 19th 1920. August 23rd 1920. September 24th 1920.

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE.

O. R. RITTER, T. M. Passenger Dept. 1924.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good

accommodation for First Class Passengers. Electric Light and Fans in Saloons

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAIPHONG.....Capt. W. C. Pasmore.....TUESDAY, 3rd August, at 2 p.m.

HAICHING.....Capt. A. H. Stewart.....FRIDAY, 6th August, at 2 p.m.

HAICHONG.....Capt. J. S. Thomson.....TUESDAY, 10th August, at 2 p.m.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blaise Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For.....SAILING

LONDON....."KAWAS".....On 10th Sept.

LONDON....."SWAZI".....On 20th Sept.

Subject to change without notice.

THE BANK LINE, LTD.

Or to REEKS & Co., Canton. General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"BIRMINGHAM CITY".....via Suez.....27th Aug.

"HONGKONG".....via Suez.....31st Aug.

"CITY OF DUNKER".....via Suez.....3rd Sept.

"Calls also at Boston."

Steamers proceed via Suez Canal for Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON. REEKS & CO., CANTON.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES

CHINA COAST, ETC.

SWATOW.

Aug. 4—O. N. Linan.
5—J. C. J. L. Tjilatjap.
6—J. C. S. N. Kwongsang.
7—D. L. Haiching.
10—D. L. Haichong.
10—O. N. Chusan.
12—O. S. K. Shosha Maru.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAYA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

| S.S. | Tons | From Hongkong (about) | Destination |
|----------|-------|-----------------------------|----------------------------|
| "LAHORE" | 5,270 | 12th Aug. | MARSEILLE LONDON & A'warp. |
| "KALYAN" | 9,000 | 15th Aug. | MARSEILLE LONDON & A'warp. |
| "PLASSY" | 7,400 | 18th Aug. | MARSEILLE LONDON & A'warp. |
| "KRIYA" | 9,000 | 14th Sept. | MARSEILLE LONDON & A'warp. |

BRITISH INDIA-APCAR SAILINGS (South)

| S.S. | Tons | From Hongkong (about) | Destination |
|----------|-------|-----------------------------|--------------------------------|
| "TAKADA" | 7,000 | 17th Aug. | Straits, Rangoon and Calcutta. |

EASTERN & AUSTRALIAN SAILINGS (South)

| S.S. | Tons | From Hongkong (about) | Destination |
|-----------|-------|-----------------------------|--|
| "EASTERN" | 3,000 | 18th Aug. | Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne. |

SAILINGS TO SHANGHAI & JAPAN

| S.S. | Tons | From Hongkong (about) | Destination |
|-----------|-------|-----------------------------|-----------------------------------|
| "JEYPORE" | 5,500 | 15th Aug. | Shanghai, Yokohama and Yamanashi. |
| "JAPAN" | 6,000 | 18th Aug. | Shanghai and Japan. |
| "PLASSY" | 7,400 | 19th Aug. | Shanghai only. |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P.O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steaming and sailing dates are liable to be cancelled or altered without notice. Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.

Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (Calling Manila) ... Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (Calling Manila) ... Monday, 16th Aug., at 11 a.m.
FUSHIMI MARU ... Saturday, 14th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

ATSUTA MARU ... Tuesday, 10th Aug., at Noon.
SHIZUKA MARU ... Friday, 13th Aug., at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

KANAGAWA MARU ... Friday, 20th August.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 18th August, at 11 a.m.
TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via the Suez Canal.

AKITA MARU ... Thursday, 26th August.

SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta, Durban and Cape Town.

PENANG MARU ... Monday, 9th August.

BOMBAY & COLOMBO via Singapore.

TENSHI MARU ... Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU ... Monday, 9th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 31st August at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINGO MARU ... Friday, 6th August.
CALCUTTA MARU ... Friday, 6th August.
NAGATO MARU ... Thursday, 12th August.

For further information apply to—

NIPPON YUSEN KAISHA,
S. YASUDA, Manager.

Telephone Nos. 267 & 273.

SHIPPING.

PRINCE LINE FAR EAST SERVICE.

For NEW YORK.

S.S. "CELTIC PRINCE" via Suez Canal Early October.

Steamers proceed via SUEZ CANAL or PANAMA
CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,
Agents.

T. K. K.

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN"

| STEAMERS | TONS | LEAVE HONGKONG |
|--------------|--------|---------------------------|
| SIBERIA MARU | 20,000 | Aug. 10th (from Y. Hama). |
| TENYO MARU | 22,000 | Aug. 13th. |
| SHINTO MARU | 22,000 | Sept. 6th. |
| PERSIA MARU | 9,000 | Sept. 17th. |

"Omitting" call at Shanghai. "Calling at Keelung."

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.

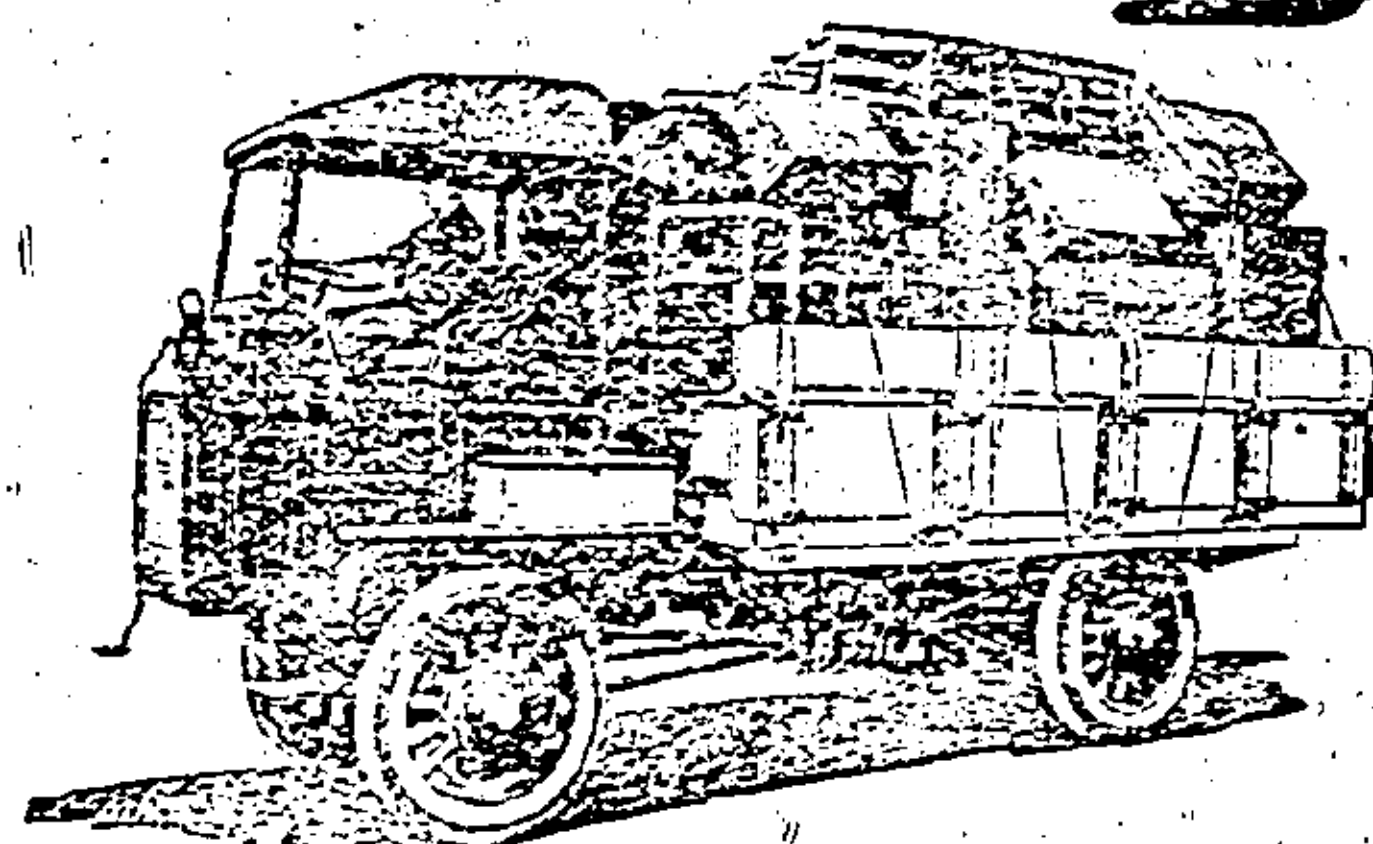
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,
ESALINA CRUZ, BALBOA, CALLAO, MOLLENO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

| STEAMERS | TONS | LEAVE HONGKONG |
|------------|--------|----------------|
| ANY-MARU | 18,500 | Sch. 9th. |
| SEIYO MARU | 14,000 | Nov. 9th. |

For full information regarding passengers, freight, and sailings,
apply to—

King's Building, Agents at Canton: **IV. TSUTSUMI, Manager.**
Tel. Nos. 1374 & 1375.
Messrs. T. E. GRIFFITHS, LTD.

Power
Durability
Reliability
Economy



AGENTS FOR SOUTH CHINA
VASQUEZ CORREAS & CO.
REPRESENTED BY
E. MOW FUNG,
60 Des Voeux Road Central.

NOTICE.

We can supply the Best Steaming Coal on Short Notice
for Ships and Local Consumers.
Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

SANG KEE & CO.,
No. 73, Des Voeux Road Central.
Cable Add. "SANGKY." Tel. No. 3420.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 300 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyard: Sheung-Sai-Po, Kowloon, Hongkong. Telephone No. 9.
Estimates furnished on application.
Hongkong, April 1, 1912.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

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WING KEE & CO.

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COAL MERCHANTS.

SHIP CHANDLERS, COMPRADORS

AND STEVEDORES.

Cable 122, "Ginoye" Tel. 144.

A. KWAI & CO.

14 & 16 Connaught Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship-Chandlers, Coal Merchants,

Ball-Makers, General Storekeepers

and all kinds of general goods.

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE Steamship

"RIOJUN MARU."

FROM JAPAN.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the
Godowns of the Hongkong and Kow-
loon Wharf and Godown Company,
Ltd., at Kowloon, whence and/or from
the wharves delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 28th inst.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
4th prox. will be subject to rent.

All claims against the steamer must
be presented to the Underwriter on
or before the 14th prox. or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
4th prox. at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

DODWELL & CO., LTD.

Hongkong, July 27, 1920.

NOTICE TO CONSIGNEES.

THE Steamship

"INNSBRUCK"

FROM TRIESTE, VENICE, ADEN,

COLOMBO, PENANG and

SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are
being landed at their risk into the Go-
dows of the Hongkong and Kowloon
Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the
wharves delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 2nd inst.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
6th inst. will be subject to rent.

All claims against the steamer must
be presented to the Underwriter on
or before the 15th inst. or they will
not be recognized.

All broken, chafed and damaged
Goods are to be left in the Godowns
where they will be examined on the
6th inst. at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

DODWELL & Co., Ltd.

Agents.

Hongkong, August 2, 1920.

SHIPPING

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.
Operating the New First Class Steamers
"ECUADOR" "VENEZUELA"
& "COLOMBIA"
HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
THE SUNSHINE BELT
The most comfortable route to America and Europe.
Sailings from HONGKONG at NOON.
"ECUADOR" ... Wednesday, Aug. 11th.
"VENEZUELA" ... Wednesday, Sept. 8th.
"COLOMBIA" ... Wednesday, Oct. 6th.
Hongkong—Calcutta Service.
"WEST NIGER" ... Saturday, Aug. 14th.
PACIFIC MAIL S.S. CO.,
HOTEL MANSIONS, Cable Address
"SOLANO".
Telephone 141.

WATERHOUSE LINE

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"DELIGHT" 25th August.

"MAQUAN" 25th September.

Further sailings to be announced later.

Through B/Ls issued to all Overland Common Points

in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY,

HOTEL MANSIONS Tel. No. 3507.

Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on 13th August.

To SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1674.

Agents.

KAIPING

COAL.
COKE
FIREBRICKS.

KAILAN MINING ADMINISTRATION.
HEAD OFFICE—TIENTSIN.

AGENTS ... DODWELL & CO., LTD.,
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Hardware, Metals, Paints

and Oils.

Full Lines of Shipchandlery

Supplies.

KWONG SANG & CO.,

Established in 1868.

57, 58 & 59, Connaught Road Central.

Tel. Nos. Offices 2554 & 2555.

Godown 786.

Summit
SOFT
COLLARS

Shape 66—Made of white 'Summit' material. This Shape gives the greatest comfort and is deservedly the most popular of all soft Collar Shapes. With or without holes for safety pin.

Shape 69—Made of white Pique. Same shape as 66. To those who like a rather firmer collar this pique material will appeal.

Eyebolt holes for safety pin.

NEW STOCKS IN ALL SIZES.

MACKINTOSH
& CO. LTD.
Men's Wear Specialists.
16, Des Voeux Road. Telephone 29.

Libby's
Cream

Pure, Rich, Always Ready. Makes Your Cooking Easier And Better.

SOLD BY LEADING GROCERS.

CONNELL BROS. COMPANY
SOLE AGENTS

THE EMPIRE. ITS MEANING TO DEMOCRACY.

A BROAD VISION.

Striking analyses and forceful argument permeate an address on the subject of "The Meaning of the Empire to the Labour Democracy" delivered before the Royal Colonial Institute in London by the chairman, Sir Charles Lucas, K.C.B., K.C.M.G., who, it will be remembered, visited Australia and New Zealand in 1929 as head of the Dominion's division of the Colonial Office.

He sets out boldly the following three grounds upon which suspicion against the Empire has been aroused among the labour democracy, and answers each in detail—

(a) The Empire was supposed to be the embodiment of militarism, and the outcome of force.

(b) It was supposed to be the special privilege of the capitalist class, to have been acquired and to be maintained in the interests of the few.

(c) It was supposed to be in some sort a device of the few for diverting public attention and public money from the needs of the home democracy by encouraging vain and expensive schemes abroad.

"On these grounds it was contended that democracy had no use for the Empire. What are the answers, if any?" he asks, and continues—

MANY KINDS OF EMPIRE.

"The militarism argument that Empire is the product of force, I think, largely due to the word Empire. One of the weaknesses of democracy is a tendency to be dominated by words and phrases. A great philosopher has said that words are wise men's counters, they are the money of fools. Democracy is not wholly composed of wise men, and words are too often taken not as counters, but as symbols of power."

"Empire is made a bogey, as though all Empires were made on the same last, like so many regulation boots. Empires differ in kind according to the peoples who make or own them. Not only is there more than one kind of Empire, but there is more than one kind of force. As the war has taught us, there is righteous force and there is unrighteous force. Without righteous force all communities come to nothingness. What is the use of laws if they are not enforced? How can they be enforced without members of the force—police men?"

"But now let us come to the question—How far is the British Empire the result of force, and how far is it held by force? I am not going for one moment to maintain that force has not played a great part in the history of the Empire, but I am concerned to maintain that to speak wholesale of the Empire as the result and embodiment of militarism is wholly untrue. No doubt wars have contributed largely to the acquisition of Empire. But what gave us Australia, for instance?"

"When I am asked, 'What is the good of the Empire—what do we get from it—what has it done for us?' I answer: (1) For good or ill the British race would have it so. (2) The Empire is not to be judged by profit and loss. For one will never appeal to the pockets of my fellow-citizens. There is one standard only by which to try the actions and the institutions of the children of men, and that is the standard of justice and of truth."

THE WIDENED OUTLOOK.

"But what have we got from it? Look at the self-governing Dominions—and if they are self-governing they

It came by settlement, not by war. There were and there are some aboriginal natives in Australia—very few in proportion to the area. It may be said that we dispossessed them. If so, it has been a case of the tenants getting the better of the landlords, a proceeding which nearer home is nowdays in some circles thought rather creditable than otherwise.

THE FEW AND THE MANY.

"An Empire which is the result of force, and the embodiment of militarism, can only hold together as long as there is sufficiency of force for the purpose. The late war was a supreme test of Empires—whether they were founded on the rock of freedom and consent or the shifting sands of force. Our Empire is not far short of one-fourth of the land surface of the world. It is composed of the most diverse elements, lands, climate, races, religions. Every evil agency was set at work to stir strife—hatred, lies, gold. How would it have been humanly possible for the people of these Islands fighting for their lives to hold it all by force? What has been the record? They all came in to uphold the Empire of their own free will—came in, in the words of the Australian statesman, 'to the last man and the last shilling.'"

"The second ground on which the Empire is said to be for the benefit of the few, not of the many. What have the people to do with it? What do the people get from it? It is true that the Empire is a large degree the result of trade and trading companies, and that trading companies are composed in each case of a limited number of men. But what is the objection to trade and traders? Men and women are not angels or devils; they are human beings and human beings rarely act from one motive alone. The ordinary workman, like the ordinary workman, wants to better himself. Quite right too. But it does not follow that he does not want also to better his country and his people."

"What is the meaning of this perpetual contrast between the few and the many? The few are some of the many; the few are more necessary to the many than the many to the few; and the future of democracy depends upon recognising the fact. How can the people rule except by choosing representatives or delegates—that is by choosing the few? How can there be an army without officers?"

"When I am asked, 'What is the good of the Empire—what do we get from it—what has it done for us?' I answer: (1) For good or ill the British race would have it so. (2) The Empire is not to be judged by profit and loss. For one will never appeal to the pockets of my fellow-citizens. There is one standard only by which to try the actions and the institutions of the children of men, and that is the standard of justice and of truth."

"But what have we got from it? Look at the self-governing Dominions—and if they are self-governing they

Two new Launches are being built for the "WALLA-WALLA" fleet. Phone No. 3516.

STOWAWAY SNAKES.

FOUND AT GOVET GARDEN.

AMONG THE BANANAS.

A fairly large snake has been found in Govet Garden by a salesman who was opening a large banana crate, but it will never get to the Zoo, for it was killed and flung into a dust heap. According to one of the fruit merchants of the Garden it is no uncommon experience for small animals of warm countries to "come in with the fruit." These specimens are really animal stowaways which are concealed in the bananas or other fruit when it is being packed, and as they are kept in the hot hold of the ship there is nothing to prevent them from reaching this country alive. "For some years," said one of the salesmen to a *Globe* representative, "one of the merchants here, Mr. Green kept a sort of miniature Zoo on the roof of his market. Snakes are fairly common. We have had lizards, spiders, even opossums. Often if the specimens are uncommon they are kept till they can be given to naturalists; but the best plan for any budding naturalist if they want specimens is to get permission from one of the salesmen to be present when the crates are being opened." One of the merchants at present has a huge spider, about four inches in breadth, which has been in a cardboard box for many months. He came over in a bunch of bananas and died recently. It is not that the animals eat the fruit, but they climb in among the bananas to hide or warm themselves and are too terrified to come out when the stalks are cut down. So they are taken to the ship. Then, when they have been placed in the Govet Garden Market, the heat gets too much for them and they emerge, and usually a little hunt begins if the specimen is worth it. Some years ago quite a large number of lizards, snakes, and dwarf tortoises were among the collections some of which were given away to ladies as pets. Many of the reptile and animal stowaways, however, do not come from Jamaica with the fruit, but are brought aboard the ship at ports after they have left Jamaica. This has been discovered because many smaller snakes have arrived at Govet Garden with the bananas drawn, presumably by natives of the districts in which they are found. Among bananas from the Canaries small lizards, called "geckos," are frequently found. They are from three to five or six inches in length, of drab colour, and have fan-shaped feet. At present one is roaming about the ripening cellars avoiding capture. The most interesting visitors, however, which so far come to Govet Garden, are two Australian opossums, about the size of small rats. For some time they formed the principal attraction to the miniature Zoo on the roof, where they played about in their cage. Other finds among the fruit which are quite common are all kinds of butterflies, dragonflies, and unknown winged insects. These do not live long, for the cold ends their glittering career before they can be acclimatised.

cannot possibly be held by force—what of Canadian corn, Australian wool, New Zealand meat, new homes under the old flag, and so forth? The present distinguished High Commissioner of the Commonwealth, Mr. Fisher, was three times Prime Minister of Australia; before he went to Australia he was an Avshire miner. Sir Joseph Cook, by origin a Staffordshire miner, has also been Prime Minister of Australia. Mr. Hughes rose from the ranks. They were the few—mark you—they went out to better themselves, and they did. But they also bettered the land to which they went and the land from which they came. Ask them whether Australia is the perquisite of the few and of the capitalists.

"The third objection," he said, "is that the Empire has diverted money and attention wanted for the betterment of home conditions. It is true that the Empire has cost money, but it has also brought in money. It is true that it has from time to time involved us in war, in the course of three centuries, but without it we must have had wars, and should probably have been far less able to survive them without our Empire."

"If the Empire had done nothing else the fact that it has brought the British race into contact with all sorts and conditions of mankind and thereby widened our outlook is sufficient justification for it."

Two new Launches are being built for the "WALLA-WALLA" fleet. Phone No. 3516.

WHAT IS PROGRESS?

Among pre-war customs, the "silly season" discussion was one of the most respectable; and I suspect that when Dean Inge delivered the Romanes lecture on May 27, he chose his subject "The Idea of Progress," with an eye to its extension to the newspaper columns. I have nothing but that report contains enough provocative matter to last even our largest newspapers with material for discussion for years. When anyone speaks of "The Idea" of anything, we may be sure that he is posing as a philosopher—philosophy being an excuse for ignoring or contradicting facts. Indeed, Dean Inge really seems to have lectured on "The Very Idea of Progress!" with most supercilious denial of the existence of the parvenu. He told us that "there had been no physical progress in our species for many thousands of years"; he complained that "the optimists had not made it clear what they meant by progress," and instead of devoting himself to a definition of the term, made a number of assertions about dead and gone human beings which do not err on the side of accuracy.

What does Dean Inge mean by "physical progress"? Apparently he means the development of new organs, or an increase in the size, strength, and beauty of old ones. "The Cro-Magnon race, which lived perhaps twenty thousand years ago, was at least equal to any modern people in size and strength; the ancient Greeks were, he supposed, handsomer and better formed than we were." But anybody who would accept such statements in support of the contention that "there had been no physical progress in our species" for many thousands of years would be as muddled-headed as Dean Inge himself. In the first place, there is no reason to suppose that "physical progress" will reveal itself in the organism to the untrained eye, or that it will express itself in the terms of size, strength, or contour. A big man is not necessarily more highly developed than a small one, or a handsome man than a not so handsome man. But the fact remains that we know very little about the Cro-Magnon race; we have a few skulls and bones of that race, from which we may infer the size and strength of the individuals. But we know nothing of the internal organs of the Cro-Magnon race, nothing of its susceptibility to disease. Dean Inge certainly tells us that "they had as large brains as ours," and leaves us to infer that they were intellectually equal to us and him. But the slightest knowledge of the localisation of brain function will prompt us to look for physical progress not in the gross volume of the brain but in its distribution. A brain in which the frontal lobes predominate is a higher type of brain; although its gross weight and size may be less than that of a brain in which the lateral and posterior lobes predominate. Without going beyond the lobes of the brain, actual physical progress can be demonstrated by a mere inspection and measurement of a series of skulls.

But the proof of physical progress is first to be sought not in the organism but in the environment of it. It is obvious enough that the environment in which we live calls for far more adaptability of the organism than did the environment of the Cro-Magnon. Indeed, it is precisely because the Cro-Magnon did not adapt himself to changes that he died out. Physical progress may quite as reasonably be sought in the adaptability of the organism as in the development of new organs; and, in the absence of research into comparative adaptability, it may be inferred from the relative complexity of the environment. Merely to live in London, for example, is a feat beyond the powers of the Cro-Magnon or the classical Greeks; while only the supernatural beings can earn their living in it. With the Cro-Magnon, the power of custom was enormously greater than the ability to make improvement in his condition; while, with us, the situation is for all practical purposes reversed. We are capable of making revolutionary changes in our environment by what is often a quite small change of method of procedure. And change one does get tired of this conventional enthusiasm for the Athenian Greeks. "He would be a bold man who should claim that we were intellectually equal to the Athenians or superior to the Romans." The fact is, of course, that we have a larger number of men of first-class intellect than Athens even in her glory dreamed of; but Dean Inge's opportunities of observation are unnaturally limited by his occupation. There are manifest differences between Athenian and modern civilisation, chief of which is the quite obvious one that men of

PAPER TROUSERS.

There is in London just now a large consignment of men's ready-made suits that cost only a few shillings each. They are made of paper, and have come from Germany for re-export to Africa and other countries which seem to be taking from Germany considerable quantities of this kind of men's wear. These paper "tweeds" and "cross-breeds" resemble heavy, rough cloth both in appearance and "feel." In fact there is nothing "papery" in the look of them.

Recently quite a number of overalls made of blue paper have been retailed at 10s 6d each. In our open-air markets, too, German made paper braces are being sold at 6d a pair and paper bootlaces from the same source at three pairs a penny.

ability do not so often seek political distraction now as then. Marconi, for example, is certainly the intellectual superior of Pericles, but he does not meddle with the governing of men. With us, the superior intelligences turn more and more to science and politics, religion, literature, become more democratic day by day.

But the very nervous instability of which Dean Inge so often complains is the very condition of that physical progress that Dean Inge now denies. Genius and idocy, as Havelock Ellis, among others, showed years ago, arise from the same conditions; the constant increase in insanity also is, in this respect of most remarkable physical progress. For every man who goes mad as a consequence of the extraordinary complexity and strain of modern conditions of life there are I know not how many hundreds (for I am writing without any means of reference to figures) who remain sane; and one only remains sane by developing a more adaptable condition of the nervous system. When we remember, as Dr. Hollander is so fond of saying, that a cook at the present time receives more letters than a professor did a century ago; who we remember, as Dr. Whitehead remarked in his "Introduction to Mathematics," that the ancient Greeks would regard as more wonderful than our mechanical inventions the fact that children of ten can do long addition sums (which in their time required intellectual abilities of the highest order), we get an indication of where we must look for "physical progress." It is not immediately to the development of new organs (although brain research may reveal them as it perfects its means, and to extends its range of enquiry), but to the development of new qualities, perhaps even new powers, expressed by those organs that we must look for "physical progress"—and to the fact that activities which were once limited to a few picked intelligences are now the common exercise of many.

Dean Inge complained that "optimists had not made it clear what they meant by progress, and they might suspect that the vagueness of the idea was one of its attractions." But he, the Pessimist (a curious philosophy for a Christian) has not defined it, if I may accept the newspaper report as being accurate in this respect: he has not even indicated a likely field of enquiry, or a technique of enquiry. Of how variations arise, and are propagated, he seems to be ignorant; he certainly refers to the Eugenists (who hamstring all their propaganda by clinging to the present monogamic system of marriage, which has no necessary relation to the science of breeding), but only to denounce "the new practice of subsidising the unsuccessful by taxes extorted from the industrious," as "cacogenics erected into a principle."

But it is at least conceivable that those whom Dean Inge roughly dismisses as "the unsuccessful" are those among whom variability is most common, who reveal at least that "moral improvement" that Dean Inge also denies. By the very nature of the case, morality imposes limitations, prohibitions; there are things that a moral man will not do even to save his life, and the fact that there are so many "unsuccessful" people is reasonably indicative of the fact that they resisted "temptation," and have preferred honest poverty. Certainly without analysis of the types comprised in the "unsuccessful" class, without regard to the historical creation of poverty in this country we are not justified in censuring by the lump the "unimproving" people. The idea of progress entails the establishment of the necessary conditions of progress for its realisation—a fact which Dean Inge seems to have ignored in his preference for pessimism.—*The New Age*.

NOTICES.

DAIRY FARM NEWS.

New shipment of
FROZEN SMOKED FISH

Selected Fillets 60 cts. per lb.
Finnan Haddocks 50 " " "
Selected Kippers 40 " " "
Red Herrings 30 " " "

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

WHITEAWAY'S GREAT SUMMER SALE

WILL COMMENCE ON

TUESDAY, Aug. 3rd.
FOR ONE MONTH.

ENTIRE STOCK INCLUDED

The reductions at this GREAT SALE are genuine and as a lot of the goods we are offering were bought under favourable conditions the prices at which we are selling them are in many instances LESS THAN MANUFACTURERS' COST TO-DAY.

BUY NOW & SAVE MONEY.

BARGAINS IN ALL DEPARTMENTS.

WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Voeux Road Central, Hongkong.
(Incorporated in England).

SINCERE'S SUMMER SALE

Now on for 20 DAYS only.

GREAT REDUCTIONS!!

EVERY LINE A BARGAIN!!

"THE HONGKONG EMPORIUM"

Telephone 1967/8.

MUSTARD & CO.

Connaught Rd. Central

Telephone No. 1186.

COOKING

RANGES

"PANSY" COOKING RANGE.

Stocked in three standard sizes:
economy, effective and lasting.

A well-known line in the East.

"WALDORF" KITCHEN RANGE.

Fitted with Warming Closet, Plate
Warming Shelf, and Upright Boiler.

Southard, Robertson & Co. New York.

HOUSEBOAT COOKING RANGES.

"MAGNETIC PEARL" and "YALE"

Stocked in two sizes.

Effective Cookers in Small Compartments.

SOLE AGENTS IN
CHINA, HONGKONG
AND MACAO.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

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| Aug. 4.-C. & A. S.S. Victoria. | Aug. 12.-C. & A. S.S. Victoria. |
| Aug. 5.-A. O. S.S. Victoria. | Aug. 13.-C. & A. S.S. Victoria. |
| Aug. 6.-P. & O. S.S. Victoria. | Aug. 14.-C. & A. S.S. Victoria. |
| Aug. 7.-N. Y. K. S.S. Victoria. | Aug. 15.-C. & A. S.S. Victoria. |
| Aug. 8.-N. Y. K. S.S. Victoria. | Aug. 16.-C. & A. S.S. Victoria. |
| Aug. 9.-N. Y. K. S.S. Victoria. | Aug. 17.-C. & A. S.S. Victoria. |
| Aug. 10.-N. Y. K. S.S. Victoria. | Aug. 18.-C. & A. S.S. Victoria. |
| Aug. 11.-N. Y. K. S.S. Victoria. | Aug. 19.-C. & A. S.S. Victoria. |
| Aug. 12.-N. Y. K. S.S. Victoria. | Aug. 20.-C. & A. S.S. Victoria. |
| Aug. 13.-N. Y. K. S.S. Victoria. | Aug. 21.-C. & A. S.S. Victoria. |
| Aug. 14.-N. Y. K. S.S. Victoria. | Aug. 22.-C. & A. S.S. Victoria. |
| Aug. 15.-N. Y. K. S.S. Victoria. | Aug. 23.-C. & A. S.S. Victoria. |
| Aug. 16.-N. Y. K. S.S. Victoria. | Aug. 24.-C. & A. S.S. Victoria. |
| Aug. 17.-N. Y. K. S.S. Victoria. | Aug. 25.-C. & A. S.S. Victoria. |
| Aug. 18.-N. Y. K. S.S. Victoria. | Aug. 26.-C. & A. S.S. Victoria. |
| Aug. 19.-N. Y. K. S.S. Victoria. | Aug. 27.-C. & A. S.S. Victoria. |
| Aug. 20.-N. Y. K. S.S. Victoria. | Aug. 28.-C. & A. S.S. Victoria. |
| Aug. 21.-N. Y. K. S.S. Victoria. | Aug. 29.-C. & A. S.S. Victoria. |
| Aug. 22.-N. Y. K. S.S. Victoria. | Aug. 30.-C. & A. S.S. Victoria. |
| Aug. 23.-N. Y. K. S.S. Victoria. | Aug. 31.-C. & A. S.S. Victoria. |

JAPAN PORTS.

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| Aug. 4.-M. M. Andre Lebon. | Aug. 12.-M. M. Andre Lebon. |
| Aug. 5.-P. & O. S.S. Victoria. | Aug. 13.-M. M. Andre Lebon. |
| Aug. 6.-N. Y. K. S.S. Victoria. | Aug. 14.-M. M. Andre Lebon. |
| Aug. 7.-N. Y. K. S.S. Victoria. | Aug. 15.-M. M. Andre Lebon. |
| Aug. 8.-N. Y. K. S.S. Victoria. | Aug. 16.-M. M. Andre Lebon. |
| Aug. 9.-N. Y. K. S.S. Victoria. | Aug. 17.-M. M. Andre Lebon. |
| Aug. 10.-N. Y. K. S.S. Victoria. | Aug. 18.-M. M. Andre Lebon. |
| Aug. 11.-N. Y. K. S.S. Victoria. | Aug. 19.-M. M. Andre Lebon. |
| Aug. 12.-N. Y. K. S.S. Victoria. | Aug. 20.-M. M. Andre Lebon. |
| Aug. 13.-N. Y. K. S.S. Victoria. | Aug. 21.-M. M. Andre Lebon. |
| Aug. 14.-N. Y. K. S.S. Victoria. | Aug. 22.-M. M. Andre Lebon. |
| Aug. 15.-N. Y. K. S.S. Victoria. | Aug. 23.-M. M. Andre Lebon. |
| Aug. 16.-N. Y. K. S.S. Victoria. | Aug. 24.-M. M. Andre Lebon. |
| Aug. 17.-N. Y. K. S.S. Victoria. | Aug. 25.-M. M. Andre Lebon. |
| Aug. 18.-N. Y. K. S.S. Victoria. | Aug. 26.-M. M. Andre Lebon. |
| Aug. 19.-N. Y. K. S.S. Victoria. | Aug. 27.-M. M. Andre Lebon. |
| Aug. 20.-N. Y. K. S.S. Victoria. | Aug. 28.-M. M. Andre Lebon. |
| Aug. 21.-N. Y. K. S.S. Victoria. | Aug. 29.-M. M. Andre Lebon. |
| Aug. 22.-N. Y. K. S.S. Victoria. | Aug. 30.-M. M. Andre Lebon. |
| Aug. 23.-N. Y. K. S.S. Victoria. | Aug. 31.-M. M. Andre Lebon. |

AMERICAN PORTS.

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| Aug. 12.-P. O. S. S. Victoria. | Aug. 20.-P. O. S. S. Victoria. |
| Aug. 13.-P. O. S. S. Victoria. | Aug. 21.-P. O. S. S. Victoria. |
| Aug. 14.-P. O. S. S. Victoria. | Aug. 22.-P. O. S. S. Victoria. |
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| Aug. 16.-P. O. S. S. Victoria. | Aug. 24.-P. O. S. S. Victoria. |
| Aug. 17.-P. O. S. S. Victoria. | Aug. 25.-P. O. S. S. Victoria. |
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| Aug. 21.-P. O. S. S. Victoria. | Aug. 29.-P. O. S. S. Victoria. |
| Aug. 22.-P. O. S. S. Victoria. | Aug. 30.-P. O. S. S. Victoria. |
| Aug. 23.-P. O. S. S. Victoria. | Aug. 31.-P. O. S. S. Victoria. |

VICTORIA.

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| Aug. 12.-W. L. West Ivan. | Aug. 20.-W. L. West Ivan. |
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SEATTLE.

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TACOMA.

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PORTLAND.

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SAN FRANCISCO.

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LOS ANGELES.

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VALPARAISO.

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NEW YORK.

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BOSTON.

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| Aug. 16.-W. L. West Ivan. | Aug. 24.-W. L. West Ivan. |
| Aug. 17.-W. L. West Ivan. | Aug. 25.-W. L. West Ivan. |
| Aug. 18.-W. L. West Ivan. | Aug. 26.-W. L. West Ivan. |
| Aug. 19.-W. L. West Ivan. | Aug. 27.-W. L. West Ivan. |
| Aug. 20.-W. L. West Ivan. | Aug. 28.-W. L. West Ivan. |
| Aug. 21.-W. L. West Ivan. | Aug. 29.-W. L. West Ivan. |
| Aug. 22.-W. L. West Ivan. | Aug. 30.-W. L. West Ivan. |
| Aug. 23.-W. L. West Ivan. | Aug. 31.-W. L. West Ivan. |

DURBAN AND CAPE TOWN.

(Via Buenos Aires, Rio de Janeiro, Santos and Mauritius.)

Sept. 9.-O. S. K. Chicago Maru

EUROPEAN PORTS.

BRINDISI, VENICE, & TRIESTE.

Atg. 3.-L. T. (D. & Co.) Filma.

Sept. 8.-L. T. (D. & Co.) Innabruk.

Oct. 3.-L. T. (D. & Co.) Hungaria.

GENOA.

Aug. 12.-J. M. Glentara.

Sept. 8.-J. M. Glentara.

Oct. 3.-J. M. Glentara.

Nov. 16.-J. M. Glentara.

MARSEILLES.

Aug. 12.-P. & O. Lahore.

Sept. 8.-P. & O. Lahore.

Oct. 3.-P. & O. Lahore.

Nov. 16.-P. & O. Lahore.

LONDON.

Aug. 10.-N. Y. K. Atsuta Maru.

Sept. 8.-N. Y. K. Atsuta Maru.

Oct. 3.-N. Y. K. Atsuta Maru.

Nov. 16.-N. Y. K. Atsuta Maru.

HAVRE.

Aug. 10.-N. Y. K. Atsuta Maru.

Sept. 8.-N. Y. K. Atsuta Maru.

Oct. 3.-N. Y. K. Atsuta Maru.

Nov. 16.-N. Y. K. Atsuta Maru.

LIVERPOOL.

Aug. 10.-N. Y. K. Atsuta Maru.

Sept. 8.-N. Y. K. Atsuta Maru.

Oct. 3.-N. Y. K. Atsuta Maru.

Nov. 16.-N. Y. K. Atsuta Maru.

ROTTERDAM.

Aug. 10.-N. Y. K. Atsuta Maru.

Sept. 8.-N. Y. K. Atsuta Maru.

Oct. 3.-N. Y. K. Atsuta Maru.

Nov. 16.-N. Y. K. Atsuta Maru.

AMSTERDAM.

Aug. 10.-N. Y. K. Atsuta Maru.

Sept. 8.-N. Y. K. Atsuta Maru.

Oct. 3.-N. Y. K. Atsuta Maru.

Nov. 16.-N. Y. K. Atsuta Maru.

HAMBURG.

Aug. 10.-N. Y. K. Atsuta Maru.

Sept. 8.-N. Y. K. Atsuta Maru.

Oct. 3.-N. Y. K. Atsuta Maru.

Nov. 16.-N. Y. K. Atsuta Maru.

COPENHAGEN.

Aug. 10.-N. Y. K. Atsuta Maru.

Sept. 8.-N. Y. K. Atsuta Maru.

Oct. 3.-N. Y. K. Atsuta Maru.

Nov. 16.-N. Y. K. Atsuta Maru.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. Change of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamer. It may save much suffering and inconvenience if you have it handy. For sale by all Chemists and Storekeepers.

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On 120 days sight

On 150 days sight

On 180 days sight

On 210 days sight

On 240 days sight

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On 330 days sight

On 360 days sight

On 390 days sight

On 420 days sight

On 450 days sight

On 480 days sight

On 510 days sight

On 540 days sight

On 570 days sight

On 600 days sight

On 630 days sight

On 660 days sight

On 690 days sight

On 720 days sight

On 750 days sight

On 780 days sight

On 810 days sight

On 840 days sight

On 870 days sight

On 900 days sight

On 930 days sight

On 960 days sight

On 990 days sight

On 1020 days sight

On 1050 days sight

On 1080 days sight

On 1110 days sight

On 1140 days sight

On 1170 days sight

On 1200 days sight

On 1230 days sight

